

technical and business men, so that full dependence can be placed on their having well studied the geological situation, and being able to conduct the work towards the ore horizons with strict economy, and such celerity as the proper plan of operations will permit. Able authorities have fully endorsed the logic of the methods being pursued.

It is true that this operation does not lend itself to the spectacular, but the initiated well appreciate the fact that the power drills are sinking nearer to the ore zone every day so that there is enough excitement of the more substantial kind to maintain a healthy interest; a condition very much more satisfactory than that associated with concerns of the ephemeral "grandstand" variety.

Officials of the company are quietly confident of their ability to open up large orebodies which we infer are a continuation of those already being exploited in contiguous territory, and do not deny the great likelihood of striking other orebodies sooner, in the course of developing towards certain objective points on plans which have been undeviatingly adhered to for some time, and the wisdom of these plans is being strongly substantiated as the work proceeds.

Most any day now may disclose ore, as the workings are well down towards the ore-bearing horizon of "Coalition" and "Consolidated," and we all know that ore in Park City is really ore, and that with the facilities already provided in this long established camp, it will be marketed with a minimum of expense and a maximum of profit.

### HOGLE & CO. EXTEND BUSINESS

**J.** A. HOGLE & CO. of Salt Lake and Ogden have completed arrangements for a direct Logan & Bryan wire service to the New York stock exchange, the Boston stock exchange, the Chicago board of trade and other leading exchanges of the country. Their board room will be located at 2409 Hudson avenue, on the ground floor of the Hudson building in Ogden. This office is connected with the one in Salt Lake by private telephone service. The company has leased a double copper wire circuit from the Postal Telegraph company.

S. M. Scott, Jr., at different times head chemist and converter superintendent at the Garfield smelter and later general superintendent of the Shannon Copper company's smelter at Clifton, Ariz., is the resident partner of the firm in Ogden.

Mr. Hogle, for sixteen years a mining engineer of Utah and Montana, said yesterday that he founded the firm more than a year ago chiefly for the purpose of financing meritorious mining and milling propositions.

Associated with the firm in their engineering and examination work is C. T. Van Winkle, for eight years on the Guggenheim staff in Colorado, where he was general manager of the Silver Lake mine and mill at Silverton, from which place he was sent to take charge of the big concentrating mill and power plant of the Utah Copper company near Garfield, of which he was general superintendent for over a year.

The business on the Salt Lake exchange is handled by W. J. O'Connor. Before entering the firm Mr. O'Connor had had several years of mining and metallurgical experience in Bingham, and for five and a half years was connected with the Garfield plant of the American Smelting & Refining company, the last two years of which he was head chemist.

The wire business is to be under the supervision of Bruce B. Rogers, who comes highly recommended from Logan & Bryan's office in San Francisco. He has had many years of experience in the eastern grain, stock and bond business

and supplies a valuable training for those departments.

Mr. Hogle is well-known in Utah, and especially to Salt Lake and Ogden business men. He is president of the Scott Hardware company in Salt Lake and owner of the Scott building, in which the Salt Lake offices of the firm are located.—Salt Lake Tribune.

### O. L. & I. INTERURBAN

**W**ITH a view of developing northern Utah to its fullest extent, providing adequate freight and passenger service for the large territory between Ogden and Preston, the Ogden, Logan & Idaho railway system has been created by Utah men with Utah capital, to such an extent that there now radiates from northern Utah and southern Idaho cities and towns a system of 141 miles of interurban track, besides complete city systems in Ogden, Logan and Brigham. This has been the work done in three years by this company, since the decision to unite the efforts and enterprises of the Ogden Rapid Transit company and the Logan Rapid Transit company.

Three years ago, the Ogden Rapid Transit company had some city lines in Ogden, a line to the Hermitage in Ogden canyon and branches to Plain City, North Ogden and Pleasant View, as well as the line along the state road to Brigham. The Logan Rapid Transit company had one little city line and another interurban extending from Providence to Smithfield, along the hills.

The companies were consolidated and the Ogden, Logan & Idaho directors felt that there was territory standing in actual need of more frequent railroad service and more adequate railroad service. This brought the decision to connect the lines between Brigham and Providence, Smithfield and Preston. After the connections were made, the company determined to enter into the transportation of heavy freight. The old lines, those following the roadways and along the base of the hills, were of too light construction, with inferior grades and curvatures to permit their use for this traffic and the decision was reached to extend the improvements by building a new line from Ogden to Brigham and from Providence to Smithfield. The former was first accomplished.

This year the company has built the cutoff from Utah Hot Springs to Brigham, completing an absolutely new line from Ogden to Brigham. Today only a very few miles of the old roadbed is in use, excepting for branch, while the ninety-five miles of main line from Ogden through Brigham and Logan to Preston is operated as one unit of the electric system.

The building of the Alta branch this year has brought a new development for the west side of the Cache valley, as the main line did for the east side. Likewise the extension of the interurban system from the Hermitage through Ogden canyon to Eden and Huntsville, a distance of thirteen miles from Ogden, has brought development in the Ogden valley.

The type of track, roadway and overhead construction on the main line, and also on the branches and the city lines, is of the latest design and type known to the field of engineering, in every way as good as the very best.

A joint terminal with the Salt Lake & Ogden railway was built in Ogden and all other stations of the system are modern, up-to-date, fireproof structures.

For traffic facilities the company has purchased and has in service five large locomotives for freight, eighteen all-steel motor cars and six all-steel trailers, besides a great number of freight cars of all types. The city properties have been reconstructed and extended, new car barns and repair shops have been built and other improvements made with a total expenditure in

the three years for this development work of more than \$4,000,000.

The main line now provides two-hourly passenger service in each direction, daily merchandise service as well as several carload freight trains each day both north and south. Through freight interchange arrangements made with all steam railroads of the county, rates are applicable by way of the O. L. & I. railway that are the same as on all steam lines. This has been the accomplishment of three years' persistent and consistent effort, work that will be followed by further steps toward the upbuilding and growth of both northern Utah and southern Idaho.

### A DEEP CREEK ROAD

**S**ALT LAKE is growing very rapidly. If it is to continue at the same pace, there will have to be new sources of revenue found, for the city cannot grow merely on its own growth. This journal has often pointed out a source of revenue, which, if utilized, would itself be sufficient to build up a great city. We refer to a railroad from here to Deep Creek and thence to Ely. It would not come in competition with any other road, the business it would supply would be new business. Now if our men of capital would club together and raise and invest in that enterprise as much money as either of the Newhouse structures has cost, that amount would drive the road to a point where it would begin to have such a revenue that bonds to continue it would sell at par.

The road would command Gold Hill, Clifton and Weber mining districts. What they would supply to a railroad Mr. McVichie can explain much more clearly than we can. He says there are millions of tons of ore, worthless now, but which with a railroad would be transformed and yield up a trainload of ore per day the first year, which would be vastly increased the following years. Continuing then a little to the southwest through the Deys Creek range to the Spring Valley range the road would strike Aurum district, the possibilities of which, in the estimation of men who know, are very great. Then south a few miles in Munciey, which a great many miners believe is equal to what Ely was half a dozen years ago, and which, with the impetus a railroad would give, would develop as fast as Ely has. A little further south is Black Horse, with immense sulphide showings, and then Ely. But on the way the road would flank Kearn district, Dutch mountain, Kinely, Dollie Varden, Kane, Schelbourne, Sacramento, Patterson, Osceola and many other districts.

Before the road could reach Ely, it would be bringing in daily, for reduction, 2,500 tons of ore and carrying oil, coal, machinery and mining supplies, merchandise, the mails and express, and a great many passengers. It would also be bringing in the agricultural products of eastern Nevada and a world of livestock. It would be met at Ely by the road up from Tonopah and Goldfield which would open the trade of all southern Nevada to Salt Lake merchants, and place this city within sixteen hours' travel of Tonopah. There would not be a bridge to build beyond the Jordan and the grading most of the way would not exceed \$1,000 per mile. The road should be built and equipped for \$8,000 or \$9,000 per mile, and finished, it would be worth quite three times the cost.

What would all that be for our merchants? What for this city? If the proposition were to raise \$1,000,000 for a mine, it could be fixed in three days. That amount properly expended would be enough to drive this road to a point where it would build itself the rest of the way, and it would return its cost to the owners every year.